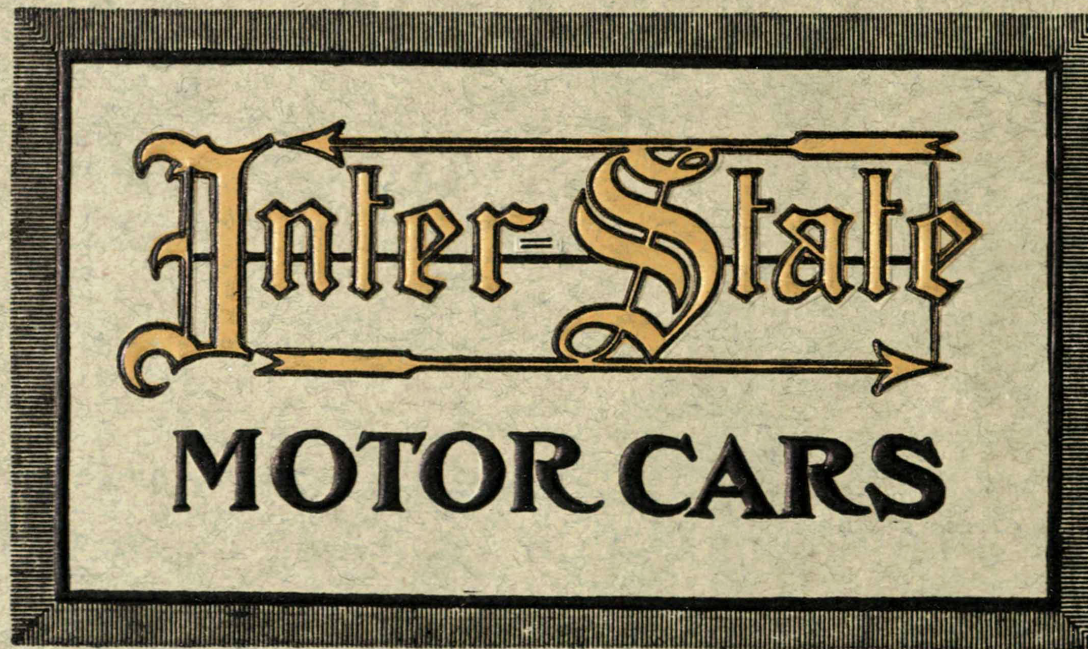


The 1911 Inter-State Models



NOTION CASE

THEY SIGN



The

New

Inter-State

Models



THIS New Model 34 is the very latest creation in Torpedo design. Nothing more beautiful, comfortable, durable and stylish can be found at any price.

Advanced ideas in body curves and straight line effect have been harmoniously incorporated in this new model.

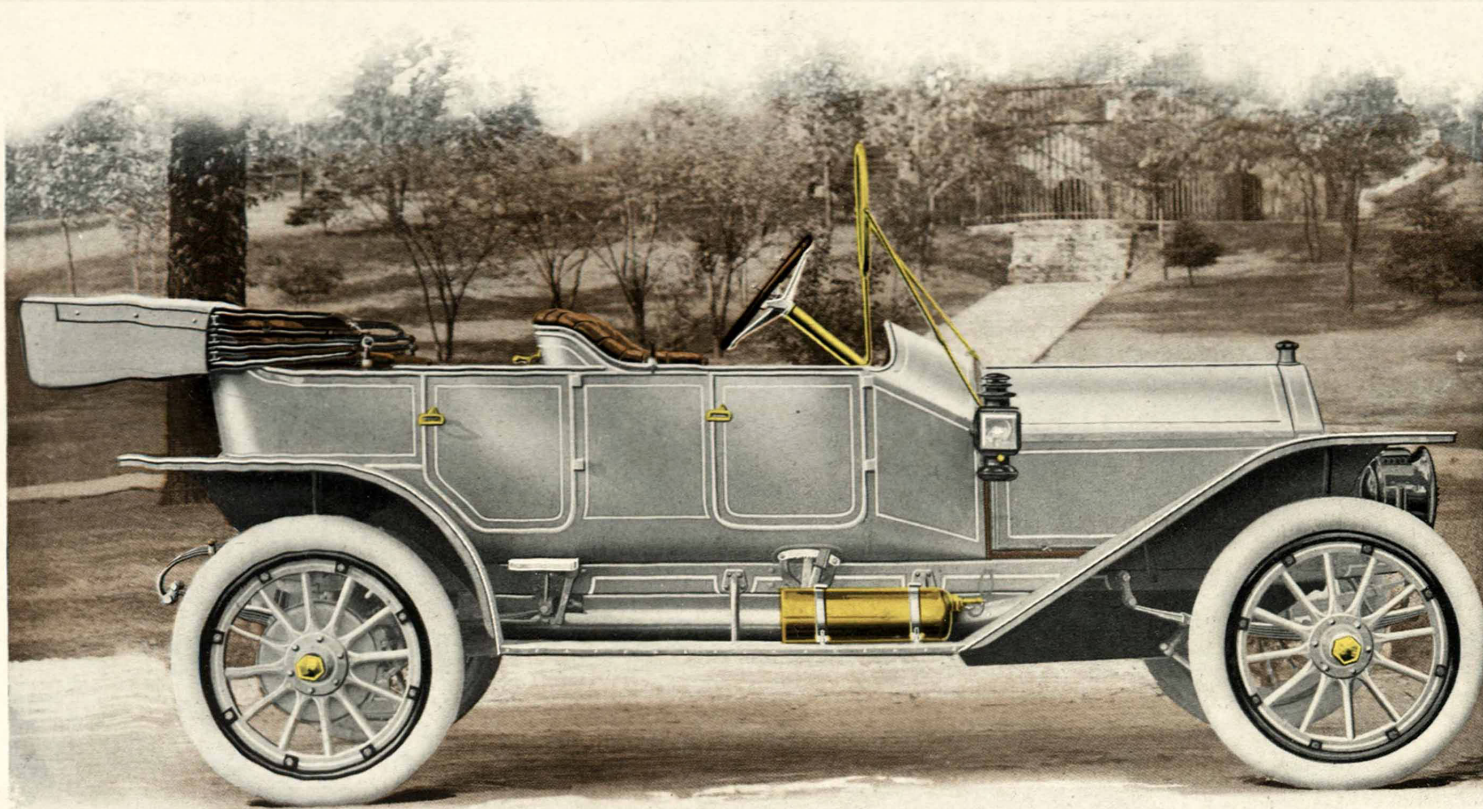
It is finished in beautiful Battleship Gray with light, wide striping. The upholstery is of best Spanish leather and the special oil and electric side lamps, Solar headlights and demountable rims are in black enamel.

This combination gives a color scheme which is not freakish in any way, yet it distinguishes this model from

ordinary effects the same as a celebrated masterpiece commands its place in the galleries of art.

The illustration does not do justice to this handsome Inter-State gray and one must see the car complete to realize its full value.

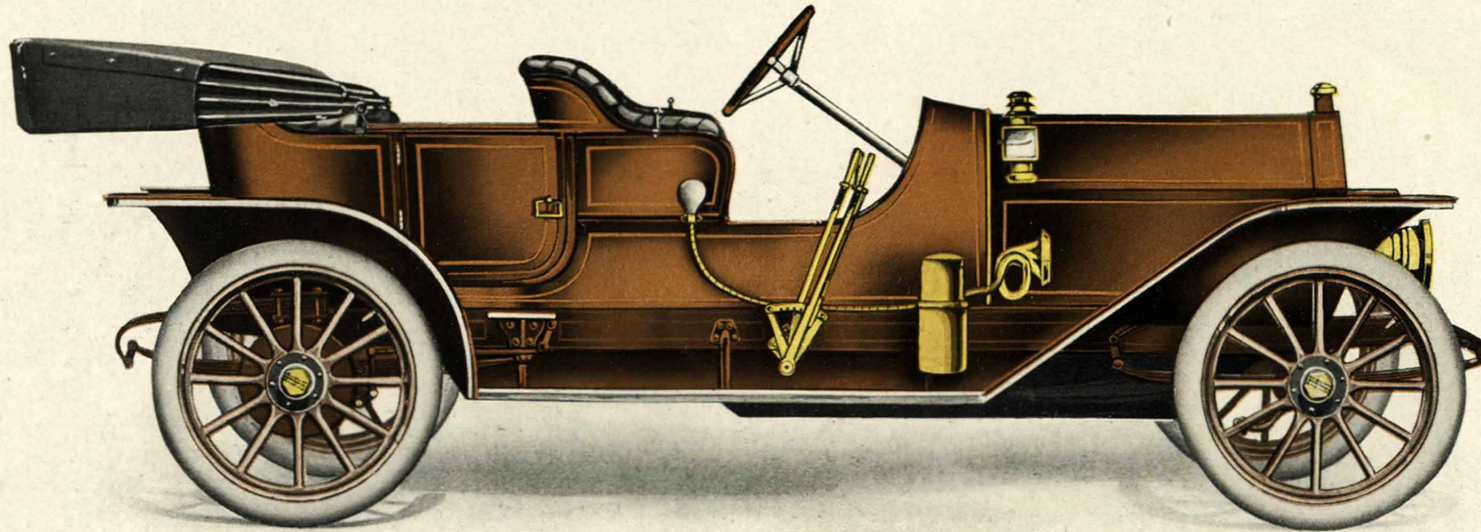
The complete specifications are given on the last three pages of this book. Other special equipment includes Prest-O-Lite tank, storage battery, electric tail lamp, exhaust horn, tire irons, robe rail and foot rail.



NEW MODEL 34, TORPEDO, 40 HORSE POWER

118 Inch Wheel Base with Special Equipment
Including Demountable Rims, \$2000.

PRICE, \$2000.

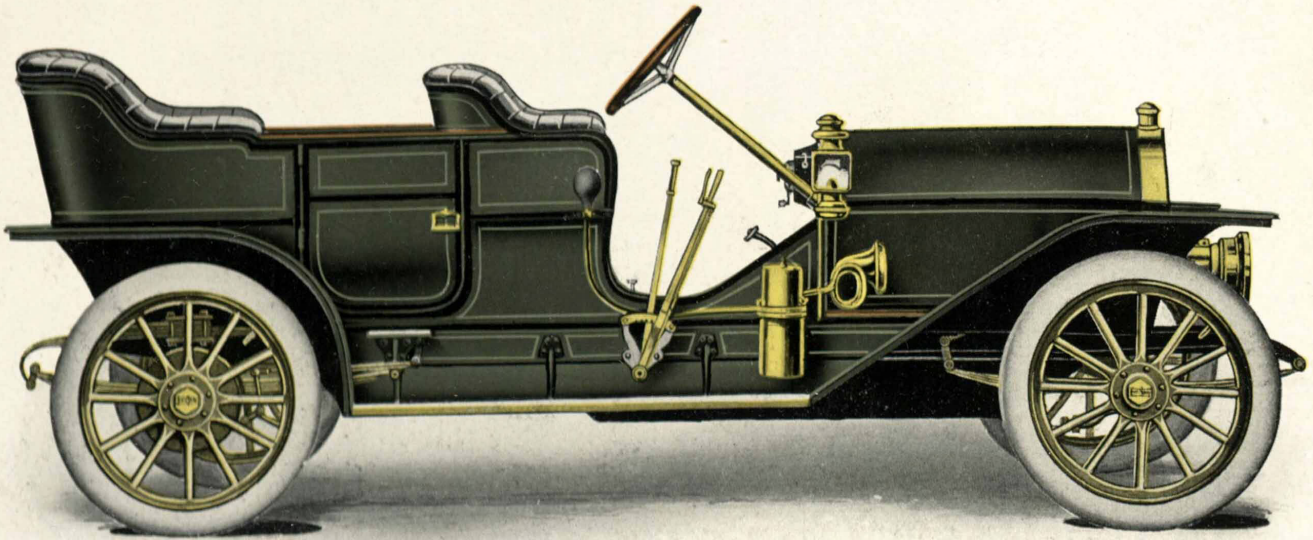


NEW MODEL 31A, DEMI-TONNEAU, 40 HORSE POWER
118 Inch Wheel Base. Price **\$1750.**

THE illustration above shows the new Model 31A, Demi-Tonneau finished in golden brown. It gives a very striking and handsome appearance as the classy, graceful lines of the body harmonize with the large extended dash. It is beautifully striped in gold and the running gear is of lighter shade. The radiator is finished in the same color as the body. The improvements in this model give all the latest refinements. The motor is well known for its sweet running qualities. The clutch is of improved cork insert design, found only in the highest priced cars. The transmission is extremely durable and the entire system is of extra rigid construction. On a close coupled car nothing can be secured for city or suburban use that is more satisfactory. Full specifications are given on the last three pages of this book.

PRICE, \$1750.

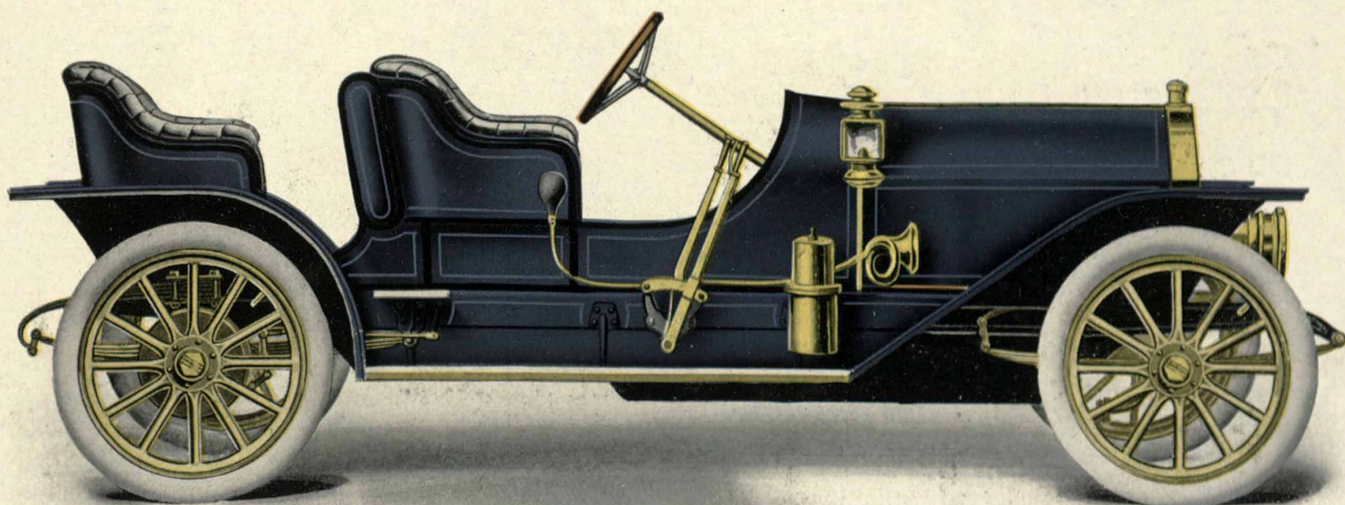
Inter State



Inter-State "Forty" Touring Car. Model 30A, \$1750

THIS Inter-State Model 30A Touring Car offers the greatest value which has ever been given in any car. Actual records and performance prove that the Inter-State has features common only to the highest priced cars. Its long wheel base of 118 inches gives an exceedingly roomy five passenger car. The driver's seat is located well back upon the frame, giving plenty of room for the operation of the car. This long wheel base gives the maximum of easy riding qualities, as this feature combined with the three-quarter elliptic rear springs, have become recognized as essential requirements of an easy riding car. The body is given special attention in our own factory and the fitting, upholstering, painting and final assembly is performed by experts, and only the best materials are used. Any one who will compare these points can easily determine the superiority of these Inter-State features, but the greatest value is found in the chassis, which is the vital point of any car. There is the sweet running forty horse power Inter-State motor built entirely in our own plant; the durable cork insert clutch and transmission, which are combined into a single unit case, giving long life under very severe running conditions. The chassis drive system is exceedingly rigid and durable, due to unit construction from the time the power leaves the universal joint, directly back of the motor, until it leaves the rear wheels. The arrangement of steering wheel, foot pedals, gear shifting and brake levers is designed for every convenience to the driver and the simplicity of operation becomes a pleasure to even an inexperienced driver.

Inter State

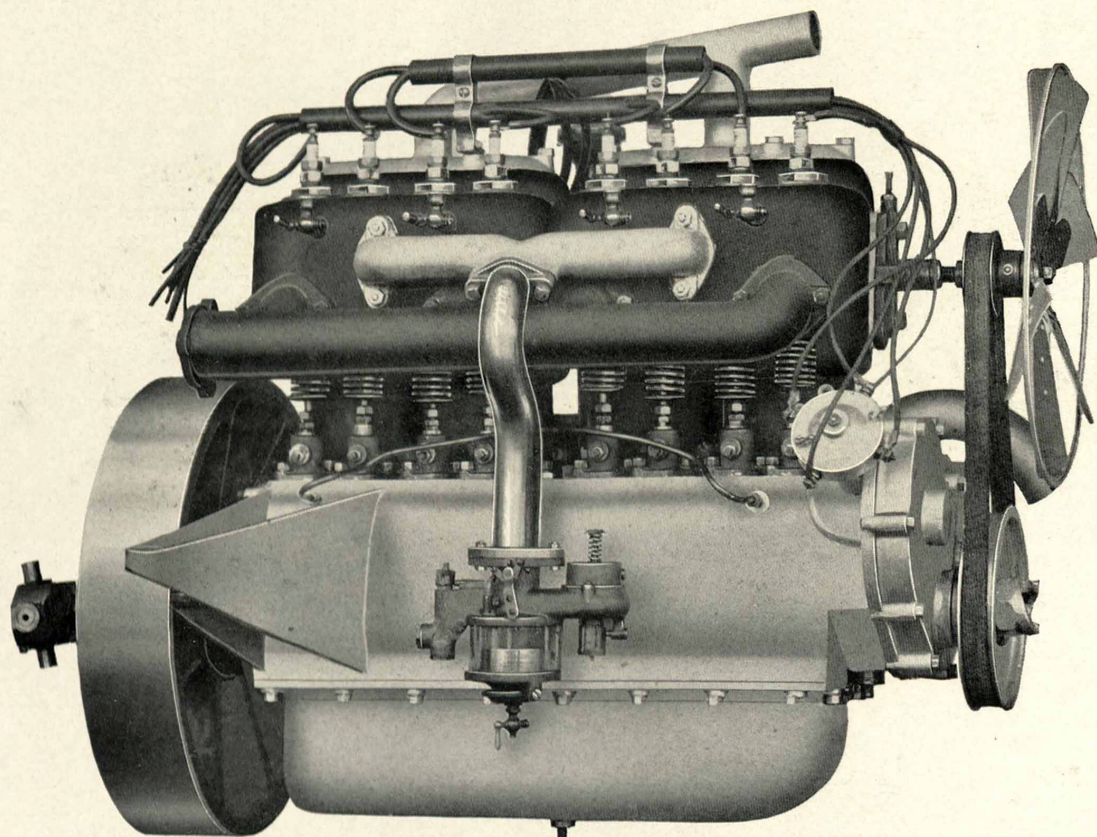


Inter-State "Forty" Roadster. Model 32A Single Rumble, \$1750
Model 33A Double Rumble, \$1750

ALL the desirable features of roadsters, speed cars, and flyabouts, have been incorporated in the Inter-State Model 32A Roadster. As a gentleman's roadster, it is one of the most harmonious and perfectly adapted designs for speed, power and general utility. Its smooth, glossy exterior is beautifully striped and its appearance meets the approval of the most critical eye. Its rakish steering column and hooded dash combined with the driver's seat, located well back upon the frame, gives the car a general racy type effect. The gasoline tank of twenty gallons capacity is conveniently located on the back of the driver's seat. The steering wheel is of large diameter and gives perfect control at high speed. Either three to one or three and one-half to one ratio is furnished and the speed possibilities are practically unlimited.

Model 32A is equipped with a detachable rumble seat to carry one passenger. Model 33A is the same as Model 32A except a double rumble seat is furnished. The rumble seat, when detached, leaves a low, nicely finished deck, upon which trunks and other baggage can be conveniently carried. The balance of the specifications are fully described in the general specifications on the last three pages of this book.

Inter State



MOTOR

Inter-State Construction

Models 30A, 31A, 32A, 33A, and 34

Motor

THE INTER-STATE "Forty" Motor combines the most modern points of design known to motor practice, and is capable of standing the most severe and constant service. Four vertical, water-cooled cylinders of 4½-inch bore by 5-inch stroke, develop 40 H. P.

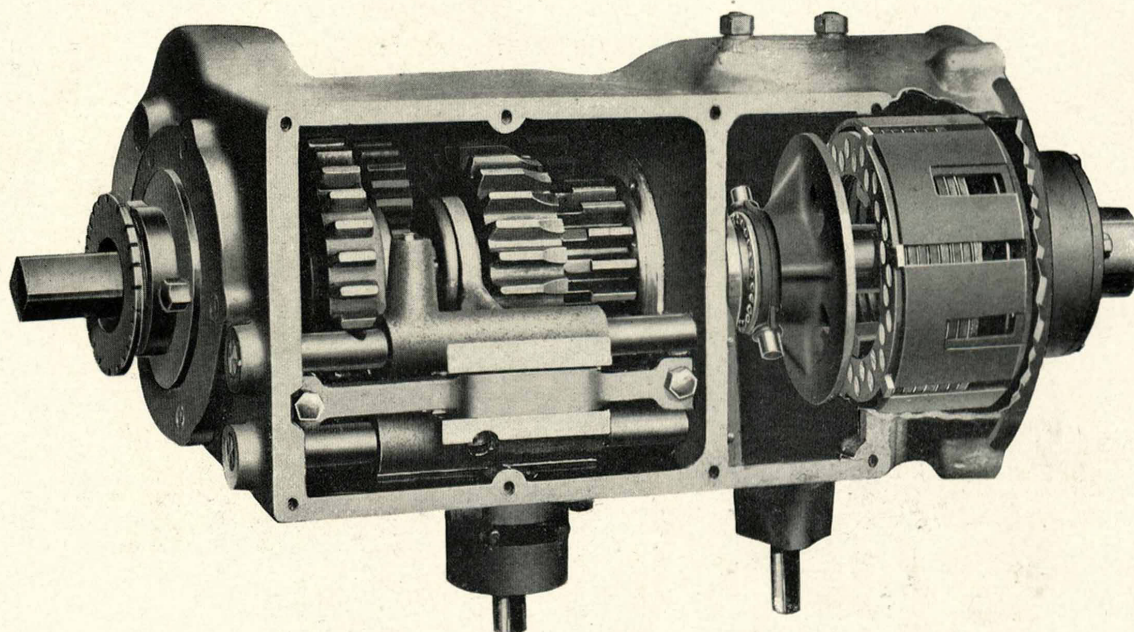
CYLINDERS. Made from specially selected close-grained gray iron, cast in pairs, with integral water jackets and valve chambers. Cylinders are given a severe hydraulic test after machining, and only those proven flawless are used. Cylinder Bores are ground to exact dimensions. Pistons and rings are made from a very fine grain iron, ground on both diameters and sides and are interchangeable. Piston pins are of large diameter, hardened and ground, and made hollow, giving positive lubrication.

VALVES. All on one side, mechanically operated and interchangeable. Valves have nickel steel heads of large diameter, hardened and ground, with integral stems. Operated by single piece drop forged cam shaft, hardened and ground mechanically correct, and is entirely enclosed in crank case. Push rods contain hardened and ground steel rolls, giving frictionless rolling contact on cam shaft and a smooth, positive and noiseless valve action, common only to cars of highest quality.

CRANK SHAFT. Made from a special carbon steel drop forging, double heat treated, and all bearing surfaces ground to exact size. Three large main bearings, nickel babbitt lined, with center and rear bearings adjustable. Special drop forged nickel steel connecting rods with crank pin bearings bushed with nickel babbitt and piston pin bearings bushed with phosphor bronze. Splash lubrication.

IGNITION. Two distinct ignition systems; the first consisting of batteries, four unit coil, timer and spark plugs; the second a U. & H. imported high tension magneto and a separate set of spark plugs. Magneto mounted on side of crank case and directly connected to gear driven pump shaft by an improved coupling.

Inter State



Transmission and Clutch Mechanism

LUBRICATION. Constant level splash system fed by shaft driven gear pump mounted on crank case between water pump and magneto. Oil reservoir under crank case holding two gallons of oil. Positive delivery by pump and gravity return to reservoir. Simple system and perfectly accessible. Sight feed on dash indicates at all times the flow of oil.

Transmission and Clutch

THE INTER-STATE design of transmission and clutch is well known for its perfect ease of operation, its rigid, durable construction, its noiseless running qualities and the ease with which any part can be removed. It being of unit construction, its life is greatly lengthened. Separate compartments allow the use of different oils in clutch and transmission cases.

TRANSMISSION. Selective type, three speeds forward and reverse. Vanadium steel gears of wide face and extra heavy pitch (5 pitch) throughout, assuring highest efficiency, durability and least noise. All gears run in oil. Double locking device holds gears and shifting lever in position and prevents going by neutral position unintentionally.

CLUTCH. Multiple disc type of improved cork insert design running in oil in a separate compartment of the transmission case. Eight heavy bronze discs containing 32 cork inserts in each are placed between nine steel discs, thus giving a contact of cork on steel. This is particularly adapted for smooth action and long life. Ball bearing thrust between clutch throwout fork and collar prevents the wearing of these parts.

Brief Specifications of the New Inter-State Models 30A, 31A, 32A, 33A and 34

Special attention is called to the construction of the Inter-State motor and chassis. The motor is built in our own plant with the most modern automatic precision tools obtainable; the materials are of the highest quality throughout, and the workmanship is of the very best. All cam shafts, crank shafts, pistons, rings and push rods are ground to exact dimensions and an interchangeable system of parts is carried out. The crank shaft is rough ground from a forging and reground to exact dimensions, the one-piece cam shaft is ground from a master cam, assuring perfect accuracy.

The motor complete is tested in a well equipped laboratory having an electric dynamometer. The chassis, motor and complete drive system is tested on a large fan dynamometer for an extended time. This enables a much more careful and permanent adjustment of the working parts of the chassis, owing to the more rigid inspection allowable under these conditions compared with reports given from road test inspection. A final road test is given to test all chassis equipment.

MOTOR. Four cylinders, vertical, cast in pairs, 4½-inch bore x 5-inch stroke. Cylinders, pistons and rings ground to exact size.

CRANK SHAFT. High-grade steel forging, double heat treated and ground to exact dimensions.

VALVES. Mechanically operated, of large diameter and all on one side. Nickel steel heads, hardened and ground and interchangeable.

IGNITION. Two distinct systems with separate sets of spark plugs. First system: Batteries, four unit coil and timer. Second system: U. & H. Imported High-Tension Magneto.

CARBURETOR. Latest float feed type with visible gasoline level. Easy and positive adjustment rarely affected by weather conditions.

LUBRICATION. Constant level splash system fed by gear pump. Positive delivery, extremely accessible. Sight feed on dash.

TRANSMISSION AND CLUTCH. Unit construction. Selective three speed and reverse, with annular bearings throughout, and all mechanism in oil-tight case. Vanadium steel gears of extra heavy pitch.

CLUTCH. Multiple disc type of improved cork insert design. Eight cork insert plates placed between nine steel discs. Clutch action has been made smoother and more durable by this improved cork insert clutch, giving a contact of cork on steel. This design has been proved particularly adaptable for smooth action and long life.

BRAKES. Four large brakes, all on rear wheel drums. Internal expanding foot pedal brakes, dust proof, and external contracting emergency hand lever brakes, 2-inch Thermoid lined.

FRAME. Pressed steel channels of heavy cold rolled special steel stock, reinforced with cross members and gussets.

STEERING GEAR. Worm and sector gear, irreversible type; large hand wheel.

SPRINGS. Semi-elliptic front, 42 inches long. Three-quarter elliptic rear, 45 inches long. All two inches wide and spring bolts provided with grease cups.

AXLE. Front. Single piece drop forging, I-beam section. Extra large ball bearings. Special steel knuckles and arms properly treated.

AXLE. Rear. Semi-floating type. Large shafts. Latest type Hyatt roller bearings and improved ball bearings throughout.

WHEEL BASE. 118 inches; tread, 56½ inches.

TIRES. Front and Rear—34 inches x 4 inches.

BODY. Alumaloyd coated steel on rigid wood frame. Seats of selected Spanish and hand buffed leather, curled hair and spiral springs. Doors lined with special leather and side pockets.

EQUIPMENT.

Model 34.—Demountable rims. Two Solar gas headlights, with Prest-O-Lite tank. Combination oil and electric side lamps, and electric tail lamp. One special storage battery for lighting. Exhaust horn, tire irons on rear, foot and robe rail attached. Large combination tool and battery box on one side, leaving other side free for accessories.

Models 30A, 31A, 32A, 33A.—Two gas headlights, with generator, side and tail oil lamps, horn and tools. Combination tool and battery box.

PRICES.

Torpedo Model 34, with special equipment	\$2,000
Models 30A, 31A, 32A, 33A.....	1,750

INTER-STATE AUTOMOBILE COMPANY

Muncie, Indiana

Licensed Under Selden Patent

